NEW-YORK DAILY TRIBUNE, FRIDAY, JULY 28, 1871.

THE WATER FRONT.

MEETING OF THE DEPARTMENT OF DOCKS-A PETITION FOR THE LEASE OF THE RIVER FRONT DEVIED—COMMERCE NOT TO BE TAXED BY HIGH RATES OF WHARFAGE.

The Board of Docks consented, yesterday, to build a pier 500 feet long, at the foot of Thirty-sixih-st., R., for the ManhattanMarket Company, which agrees to pay a rent equal to seven per cent of the entire cest, with interest on the value of the land, and to make all repairs. Permission was given to William F. Blodgett to erect a bulkhead in front of his property between Sixty-second and Sixty-fourth-sts., N. R.; and to the New-York and Brooklyn Ferry Company to to the New-Yerk and Brooklyn Ferry Company to erect a ferry-house between James and Roose-velt-sts. Orders were given to the dis-trict superintendents to remove obstructions now covering the bulkhead between Piers Nos. 23 and 24, R: and from bulkheads at the foot of West Fifteenthth. West Thirty-fourth and West Eleventh-sts. A pier

o for tools, \$8,000 for a tug, \$11.750 for a propeller, \$250 for tools and miscellaneous materials. The of Pier No. 4 at the foot of Broad-st. was ordered lace the slip, there being many complaints from asts in the viciality of the noisome smells emanature in the petition of Gen. Rufus Ingails, U. 8, crosster, for permission to keep a supply barge of Piers Nos. 41 snd 42, N. R., was denied.

Executive Committee presented an unfavorable on the petition of the New-York Pier and Ware-Company for a lease of the water front. The Comband applied to the Department for land under sufficient for the construction of 10 piers, each 100 ide, and extending from the bulkhead to the pierich the fater vening space of 200 feet between the or docks and slips. The land was to extend 3,000 and 10 North River, and was asked on the following A sea-wall and street must be constructed by partment, and 3,000 feet must be leased to the sy for 10 years, with the privilege of four renew-

deposit \$100,000 of He own store or each pier.
estimates the results as follows: Conlead, \$1,420,454 54; valuation of 20 piers
rivate owners (lowest estimate), \$2,000,
454 54; annual interest, \$239,451 81; anposit proposed by the Company, \$106,000;
est account against the city in 10 years,

amounter, stramboats, and shipping of various along with New York, with the exclusive right to plers and slips thus leased for their own vessels. They can be made self-sustaining. The same is may be carried out with respect to schooners, and canal-boats. At the present time, artiment of Docks have applications from parties ed in commerce to pay a very remunerative rewinst finelities if they can have the accommo-Under these circumstances your Committee are as, even if they possessed the authority, which not, to place so large a portion of the city front hands of a company, with power to regulate so a propertion of the commerce of the Your Committee would favor a large beral policy in relation to the river front. If arves and plers can be so constructed as to be self-assaining, and at the same time afford the te accommondation to commerce, it would improve duess of the city and reduce the percentage of n by increasing the amount of property to be But should it be found necessary by experience, to compete with neighbering cities, to reduce on commerce by a reduction in wharfare, or in her way, it can be effected by adding the ce between the receipts and expenses to the city taxes, and thus increase commerce, add to lee of the city and the time and the city taxes, and thus increase commerce, add to lee of the city and to the value of its property.

erence between the receipts and expenses to the unal city taxes, and thus increase commerce, add to trade of the city and to the value of its property reby enlarging the basis of taxation without increast the percentage. This, under the circumstances, in appear to be wise. New-York is a commercial, and commerce is too basis of its prosperity. It should refer be the the policy of the authorities tosier commerce by reducing the charges rean to the lowest possible point. Nearly—thirds of the entire imperts of the country are lands and in this city, and more than one-third of the ports is put into ships and sent to different parts of world. Therefore it is the true interest of this city induce commerce to come to it by all the means within control. For the city to build wharves and piers for purpose of making money by taxing commerce by the control. For the city to build wharves and piers for the purpose of making money by taxing commerce by a high rate of wharfage would, in the estimation of your Committee, be running in opposition to the true interests of the city. Philadelpina supplies her citizens with water and gas at cost. New-York supplies them with water and gas at cost. New-York supplies them with water at cost. May it not be the wisest policy for New-York to furnish wharves, piers, and slips at cost also, and thus invite ships from all parts of the world would not be city, as your Committee firmly believes, it would appear the part of wisdom to retain centrol of the entire water-front, and lease to ship-owners the builkheads, piers, and slips for their section was strictly for commercial purposes, leaving these who desire to lease the water-front of the city for purposes of gain upon terms far less than its true value,

**Executive to them, and in default thereof he must make good the pecuniary value of such spoliation.

**Fifth: Such provision is proposed to be made, provision that the so,000 shares represented by the convenient of the endity for the privilege above referred to, shall have such privilege restred to them, and in default thereof he must make good the pecuniary value of such spoliation.

**Fifth: Such provision is proposed to be made, provision that the so,000 shares which have been thus deprived of the Privilege above referred to, shall have such privilege restred to them, and in default thereof he must make good the pecuniary value of such spoliation.

**Fifth: Such provision is proposed to be made, provision that the so,000 shares which have been thus deprived of the Privilege above referred to, shall have such privilege restred to them, and in default thereof he must make good the pecuniary value of such spoliation.

**Fifth: Such provision is proposed to be made, your land of the privilege restred to them, and in default thereof he must make good the pecuniary value of such spoliation.

**Fifth: Such provision is

es of gain upon terms far less than its true value, repart was accepted, and the petition of the New-

THE WELFARE OF JACK TAR.

MISSIGNS AND SOCIETIES FOR SEAMEN-SAILORS' CHURCHES, LIBRARIES, AND READING-ROOMS. Besides the Scandinavian Bethel Ship, already described, there are other churches for sallors in New-York, of which the public know little. The oldest of the local sailors' missions is the New-York Port Society, orgamzed about 53 years ago for the purpose of befriending sailers. After a while religious services were held under ite suspices at a chapel in Roosevelt-st.; and 30 years afterward the present edifice, at Madison and Catharinesta, was erected, and called the Mariners' Church. The congregation is not denominational, but has an independent creed and ritual. The number of members enrolled to about 1,190. A reading-room and a library, the latter containing about 500 volumes, are in the basement of the church. In the reading-room are three daily and three religious papers and all of the illustrated weeklies. They are read by about 24,000 sailors during the year. Loa libraries, each containing about 50 books, are placed on board of vessels as often as possible. The Society expends in this way sione \$17,000 yearly, and yet cannot

meet all the applications.
In 1863 the Dover-st, Mission was established at Water st. The locality was one of the worst in the city, the room in which services are now held having formerly

THE COURTS.

A VICTORY FOR ERIE.

THE HEATH AND RAPHAEL CONTROVERSY-A DECISION AND AN ORDER FROM JUDGE BLATCHFORD-WHAT GOULD MUST DO WITH

THE 20,000 SHARES IN DISPUTE. In the United States Circuit Court, yesterday, in the case of Heath and Raphael and others agt. The Eric Railway Company, Jay Gonid, and the Farmers' Loan and Trust Company, Judge Blatchford gave the following decision denying the motion for an injunction restraining the Eric Pailway Company, from the Articles. restraining the Eric Railway Company from registering at the Farmers' Loan and Trust Company 30,000 alleged

at the Farmers' Lean and Trust Company 36,000 alleged spurious shares of Eric stock:

This Court must, in determining what powers are conferred upon the Eric Eailway Company by the statute law of the State of New-York, follow the decisions made on the subject by the courts of that State. It was adjudged by the Supreme Court of New-York, in Belmont agt, the Eric Eailway Company 62 Barbour, 627, and in Jenks agt, the New-York Central Eailroad Company, referred to in that case, that such a power of Issuing convertible bonds as was exercised by the Eric Eailway Company in the instance complained of in the bill herein, was conferred upon it by the statute law of New-York. That decision has not been overruled, and no decision conflicting with it has been brought to my attention. Therefore there is no question of altra circs in this case. All questions of regularity are disposed of by the action of the Board of Directors of the Company in ratifying with full knowledge the transactions of issuing bends and converting them into stock. The bill is founded solely on the proposition that the issuing of the bonds and the conversion of them into stock were illeral and irregular. Moreover, as a new question, the plaintiffs have failed to satisfy me that there was anything either illegal or irregular in the issuing of the bonds, or in the conversion of them into stock which would warrant me in enjoining the registration of the stock issued on the conversion of the bends. The motion for an injunction is therefore dealed.

In the case of the Eric Railway Company, James Pisk, te and Justin D. Wilte agt, Robert A. Heath and Henry teachers.

In the case of the Eric Railway Company, James Pisk, jr., and Justin D. White agt. Robert A. Heath and Henry L. Raphael, impleaded, &c., the fellowing order was also

In the case of the Eric Rallway Company, James Fish, r., and Justin D. White agt. Rebert A. Heath and Henry L. Raphael, impleaded, &c., the following order was also directed to be entered:

Upon reading and filing the notice of motion dated June 19, 1871, the petition of Robert A. Heath and Henry L. Raphael, and the papers thereto annexed, and the affidavits of A. D. Willams, George A. Fanshaw, Angust S. Peabody, John H. Hunter, Theodore Ames, Robert Waller, Strong Wardsworth, William Fitch, Chesbrough S. Otis, Reuben Manly and Charles F. Southmayd, on the part of the above-mentioned notice of motion noticed by the above-mentioned notice of motion and three affidavits of Jay Gould, two affidavits of James Fisk, jr., the affidavits of Justin D. White and Frederick A. Lane, the testimony taken before Kenneth G. White, the Master appointed by this Court up to the licaring of the motion, and the affidavits of George W. Hooker, Larne W. Lapsley, A. H. De Forrest, C. E. Quincy, E. W. Vanderhoof, A. H. Dwyett, Howard Lapsley, Mosse Mitchell, and A. G. Wood, on the part of the pianitifis, and Jay Gould in opposition to said motions, and upon rending the notice of motion to open the default taken in this action March 11,1871, and the affidavits of William H. Morgan and James Fisk, jr., thereto annexed, and upon with motion was made by the plaintiffs, and Jay Gould in opposition to be said motion of the affidavits of the plaintiffs, and upon with motion was by the Court ordered to be funding; and affer Pearing William M. Everrig and Charles F. Southmay for the said motion of the faith and Raphael, and the opposition to the said motion of the affidavits of the cannets; and affer hearing William M. Everrig and Charles F. Southmay for the said motion of the affidavits of the court, basing with the above described mection of the court, basing with the above described mection of the court, basing with the Albert of the said with the said search of the court, and william A. Baach and Edwin W. Soughton of the said search privil

place there.

Secenth: The motion of the plaintiffs to open the default taken on the 11th of March last is denied.

Thereupon, it is ordered, adjudged and decreed that the said Jay Gould, within 60 days after the service upon him, or his solicitors, of a copy of this order, do make, or cause to be made, provisions that 20,000 shares of the stock of the Eric Railway Company, represented by so many of the certificates is sued to James H. Coleman, the Receiver herein, (being shares other than those now capable of being admitted to such privilege) be admitted to the privilege of being admitted to the privilege of being admitted to the privilege of the Eric Railway Company as required by the rule and custom of the New-York Stock Exchange; and that the said James H. Coleman, Receiver, from time to time procure the certificates for the 60,056 shares of the stock of said Company, standing in his name, to be certified by the registering agent of the said Company, whenever and as rapidly as the opportunity so to do shall be tendered to him. And in case the said Gould shall fail, in whole or in part, to make provision for such registration of the said 30,000 shares, as above required, then any other parties to this suit may apply to this Court for instructions and relief in the premises on the part of this decree.

And it is further ordered, adjudged, and decreed that the motion of the stock with its registering agent, be, and it is forther ordered, adjudged, and decreed that seenth: The motion of the plaintiffs to open the de-

and it is hereby, denied.

And it is further ordered, adjudged, and decreed that
the plaintiffs' motion to open the default herein, taken
on March II, 1871, be, and it is hereby, denied.

PROTECTING THE MAILS. HOW A DISHONEST POST-OFFICE CLERK WAS

TRAPPED. The examination of John S. Kirwan, a Post-

Office clerk charged with embezzling letters intrusted to his care, was begun yesterday before Commissioner Shields. James Gayler, the special agent of the Post-

be 1800 to become an established at Wester to the Theorem's washing of the words in the city of the committee when the committee of the food in which services are now hold having formerly been a betroom of the vice that. The committee of the food of the special regarders of the food of the committee of the city of the city food of the committee of the city of the city food of the committee of the city of the city food of the committee of the city of the city food of the city, and of the city, and one was an expension of the city of the city food of the city, and of the city of the city food of the city, and of the city, and

saw the money in them, and marked it; I know that the letters with the money in them went from the Station in letters with the money in them went from the Station in a locked pouch to be opened at Station II.

Mr. Rinchell a mail-driver testified: I took this pouch from Station L to Station II; no one clee had charge of it. Sophin Berthold testified: I received a \$2 note from the defendant in change on the evening of July 29, 1871.

Examination adjourned.

ALLEGED STARVATION OF PASSENGERS AT SEA

-A POINT OF LAW.

August Pichler, master of the German ship Europa, from Bremen, for this port, charged with starving his steerage passengers on the voyage, was held, yester-day, in \$2,000 hall, by Commissioner Shields. Frederick C. Hendorff, who made the affidavit upon which the warrant was issued for the arrest of Pichler, says that. from the first day out until they reached this port, the captain kept the passengers in a starving condition; that even the little food furnished to them was unwholesome, and that one old man and one young woman were actually starved to death.

The United States laws provide that all vessels employed in carrying steerage passengers from Germany to this country shall have on board for each passenger to this country shall have on board for each passenger shipped: 1 pint of vinegar, 20 gallons of fresh water, 15 pounds of rice, 10 pounds of wheat flour, 15 pounds of peas or beans, 5 pounds of bread, 28 pounds of potatoes, 10 pounds of salt pork and 10 pounds of beef, and that each passenger shall receive, per week, one-tenth of this, which is equivalent to 11; pounds of food. The German laws provide that each steerage passenger shall receive from the commander of the ship in which he sails 4; pounds of food per week. It is claimed by Judge Beebe, counsel for Pichier, that the United States cannot legislate for foreign ships, and that in furnishing 4; pounds of food per week to his passengers, Pichier compiled with the law by which he is governed. It is claimed on the other hand that there is a treaty between the United States and Germany providing that vessels bringing passengers to this country shall be subject to its laws regulating the amount of food to be farnished them.

A SUIT FOR MALICIOUS ARREST.

James Griffin, one of the officers of the Superior Court, has ibrought suit against Michael Schwanberger for false imprisonment. Griffin says that one evening in June last, while heland Schwanberger were drinking in a lager-beer saloon, the latter publicly charged the plaintiff with having stolen his pocket-book, containing \$1,000, and then went to the Fourth Precinct Station-House and falsely made a charge, which resulted in Griffin's arrest and exposure in the public streets. Upon reaching the Station-House the sergeant in charge ordered the defendant himself to be searched, and the missing pecket-book, centaining only \$11 instead of the missing pecket-book, centaining only \$11 instead of the alleged \$1,000, was found in his own posses sion, in an inside pocket. The plaintiff was thereupon discharged, and promptly brought this suit against the defendant, laying his damages at \$10,000. Judge McCum granted an order of arrest against Schwanberger, holding him in \$6,000 bail. Counsel for the prisoner now moves for his discharge upon the certificate of his physician that he is subject to fits of aberration. James F. Morgan opposed the application on behalf of the plaintiff, setting up the perfect sanity of defendant and his shrewdness in business transactions as ground for his opposition. Judge Freedman reserved his decision.

A JUDGE WHO IS NO LAWYER.

In the Supreme Court Chambers, yesterday, in the case of Walsh agt. Sexton, on appeal from a judg-ment of \$0,000, where Judge McCunu of the Superior Court, and Judge Quinn of the First District Court, were onered as surelies, objection was made to both on the ground that they are attorneys, and therefore excluded by the statute. Judge Cardozo sustained the objection as to Judge Quinn, but overruled it as to Judge McCunn, on the ground that the latter is not an attorney—as contemplated by the statute—the word "practicing," which is omitted, being understood. offered as sureties, objection was made to both on the

In the Supreme Court Chambers, yesterday, the testimony in the matter of the application of Patrick O'Conner for the custody of his children, was submitted to Judge Cardozo. Decision reserved. Ruth A. Gane has been granted a divorce

by Judge McCunn, from her husband !George A. Gane, on the ground of numerous acts of adultery, committed by him at a house of prostitution in West Thirty-first-st.

CRIMINAL COURTS.

Domingo Ruez, indicted, some time ago, for vio-sting the United States extradition laws by adding the inserting at Cultura, as, with the consent of the United States District-Attorney, released, externey, on the wen recognizance. At the Essex Market Police Court, Henry Cook

was committed, yesterday, for embershing money he had collected for Edward Rafta of No. 279 First-are... George March, for steading \$25 belonging to Joseph D. Crockett of No. 345 Grandet. At the Jefferson Market Police Court, Michael Mc-

In the Court of Special Sessions, before Judge Shandley, yesterlay, Charles Bedmire, for assault and batters upon him not Merchild, was sent to the Penitentiary for two months...John Corrigan, stealing two undershirts from John Footer, two months...John Corrigan, stealing two indershirts from John Footer, two months...John Corrigan, stealing the from Joseph Chincker,Charles Callaghan, stealing a diver watch from Joseph Chincker, form months...Simon Barnaty, stealing a watch from Michael Finally, sunt to the chool-ship. ...Hichard Coleman, assault and battery upon Timothy McCarthy, City Prison one month...Isana Allen, obstructing the Second are, Bailroad tred undecessarily with his truck, and delaying the Second are, Bailroad tred undecessarily with his truck, and delaying the ear for 18 minutes, fined \$25....Andrew Hassner, stealing \$10 worth of dry goods from Charles Ruria, sent to the school-ship.....Jacob Myers, stealing \$6 from Charles Ruria, sent to the school-ship.

Prison one month....James Murray, charged with stealing \$12 from John Driscoll, was sequitted.

DECISIONS—JULY 27.

Supreme Court—Chambers—By Judge Cardozo.—
Smith sgt. Ogden.—Motion granted.

Superior Court—Special Term—By Judge Freedman.—Bi-ecker agt. Bleecker.—Order granted. Piering sgt. Jackson et al.—Order granted.

COURT CALENDARS-THIS DAY. CPRESE COURT-CHARRES-CARDOTO, J. 110., Smith agt. Schiele. He., G. ay agt. Wood.

MARING COURT-TRIAL TERM - PART III. - CURTIS, J. - Celendar MARINE COURT—TRIAL TRUE —PART III.—CURTE, J.—Callet called at II.a. m.

Sellig agt. Schreider.

6214. Our agt. Holmes.
6201. Fohnd agt. Louwentein.
6164. Dunlip agt. McAfam.
6167. McAdam agt. Dunlip.
6167. McAdam agt. Dunlip.
6242. Pinner agt. Candler.
—Judd agt. Bennan
7651. Durer agt. Am. and European
Crystalined Egg. Ca.
6077. Beiter agt. Selline.
6177. Seller agt. C. P., N. and E. R.
6178. Seller agt. C. P., N. and E. R.
6188. Hallroad Co.
6080. Simon agt. Clarke.

Faybe agt. Arthur.

THE THIRTY-FIRST-ST. SUICIDE. An inquest was held yesterday in the case of Genevra D. Rockwell, who committed suicide by shooting herself in the breast, at No. 117 West Thirty-first-st., on July 10. Fidelia Rockwell, a sister, testified that they strived in the city from Charlotteville, N. C., three weeks ago, intending to visit Saratoga and Long Branch. They boarded at the St. Nicholas Hotel for a short time, and then hired a suite of rooms in Thirty-

and the ordinary pedestrian, incidental to stone and iron and the ordinary pedestrian, incidental to stone and iron roadways, is completely avoided.

Asphalt has been tried and abandoned, and it is now a question. I understand, of paving South Fifth-ave, with wood. A long residence in St. Petersburg, where this sort of pavement has had a thorough trial, confirms me in the helief that wood will not answer; for the streets of that city are constantly in disorder by reason of the rotting of the material, which defect is now developing itself here, as time and elimate operate on the streets similarly paved in New-York. Only one objection is urged to the broken stone pavement, and that is dust. But surely a pavement possessing all other advantages is worthy of adoption when it is simply a question of sprinkling and sweeping, a service for which the citizens of New-York already pay enormous sums of money.

I would, therefore, most urgently invite the application of this admirable pavement to the locality alluded to, namely, South Fifth-ave.

New-York July 27, 1871.**

TRANSFER OF POLICE SERGEANTS. President Smith has for some time been dissatisfied with the manner in which police duty has been day he made the following transfers of sergeants: Patrick Oates, from the Twenty-seventh to the Seventeenth; Wm. B. Sminek, from the Seventeenth to the Twenty seventh; John J. Fitzpatrick, from the Twenty-seventh to the Third; Wm. A. Van Dryen, from the Third to the Twenty seventh; James Lousdale, from the Twenty eighth to the Twenty-seventh; Wm. H. McConnell, from the Twenty-seventh to the Twenty-eighth Precinct. Quife as sweeping changes in another precinct on the east side of the city are confidently predicted.

DEPARTURE OF FOREIGN MAILS.

No Steamship Mails.

SATURDAY, JULY 28.

Mails for Edrope, via Queenatown and Liverpool, per steamship City of Washington, from Flor 45, N. R., close at the Post-tifice at 11:30 am, p. N. Station A. 11:30 am, p. N. 10:30 a. m. Supplementary Mail for double paid letters only made up on Pier 45, N. R., and closed at 1:30 p. m. Steamship salls at 2 p. m.

[All letters deposited in Supplementary Mails must be propaid with double postage.] le postage.]
ulls for the German States via Bremen, per stemming Dentschland,
foot of Third-st., Hounden, close at the Post-Office at 12 m., at
on A, 11:00 a. m.; D, 10:50 s. m. No Supplementary Math. Steam-

PASSENGERS ARRIVED.

PROM BREMEN-In steamship Bremen, July 27.—H. Schmidt, Mrs. O. Harsson, J. O. Marrymann, Carl Rutter and wife, Carlatina Sunchen, Miss Volkmann, H. H. Zerkowitz, Julius Rosenstengel and wife, Nathun Sein, Mina Hennann, Ludwig Preund, Jaha Halsel, Cath. Adler, Alex, L. Lackser and wife, Fanny Reiche, Heisen Spiristerbach, Gustay Pritze, Ludie Stein, Sophie Windheim, Pr. Mullen, Aifted Jackson, Mrs. Boerre, Mrs. R. Howard, J. B. Smith, Selah Howall, Win. Duff, John Yardier, Mira Parliner, George Coble, H. Higgenhother.

SHIPPING INTELLIGENCE.

FORT OF NEW-TOLK. CLEARED. CLEARED.

CLEARED. Steamship San Francisco, Reynolds, Hamilton, Bermuda, W. H. Webb.
Steamship Raphan, Whitehurst, Savannah, Levingston, Fox & Co.
Steamship Nass, Grundler, Philadelphia,
Steamship Prank Pierce, Philadelphia,
Steamship Historia, Lavennec, Baston, H. P. Dimock,
Steamship City of Mexico, Sherwood, Havana and Mexico, P. Alerandro.

exandre.
Steamblip Columbia, Van Sice, Harena, Atlantic Mail Steamblip Co.
Steamblip Saratoga, Couch, Norfolk, Chy Point and Richmond,
Old Dominion Steamblip Co.

Little Dame Philip-Legence Desirable Legence Logisland Steamblip Co.

Steambly Columbia, van See, Haron, Anderson and Richmond, Steambly Columbia, Van See, Palisal-Ipina, Lerillard Steambly Co. Reambly Panila, Doare, Philisal-Ipina, Lerillard Steambly Co. Steambly Banila, Doare, Philisal-Ipina, Lerillard Steambly Co. Steambly M. Maseer Smith, Palisal-Ipina, Lerillard Steambly M. Maseer Smith, Palisal-Ipina, Steambly Reverly, Picre, Philisal-Ipina, Steambly Reverly, Licer, Philisal-Ipina, Steambly Reverly, Lordon, Palisal-Ipina, Steambly Dirigo, Johnson, Porland, J. F. Ames, Ship Lach Sens (Rev.), Michigloin, Glasgow, Grinnell, Minturn & Co. Eark Harwich (Ir.), Prench, Lendon, R. E. Morgan's Sons, Bark Roycort (Re.), McCray, Cork of Palmonth, Heney & Pritor, Bark B. W. Griftles, Drummand, Matanna, James B. Ward & Co. Bark Linda, Smith, New-Orleans, N. H. Brigham, Eige Ben Kowis (Br.), Porrest, Sidney, C. B., Hatton, Watson & Co. Brig Mornay, Hill, Boaton, Thompson & Haniler, Brig Elias (Br.), Hill, Morebona, Picton, Heney & Parker, Brig Elias (Br.), Hill, Morebona, Picton, Heney & Parker, Brig Elias (Br.), Hill, Morebona, Picton, Heney & Parker, Schr. Dorthalt (Br.), Picwelloy, St. Johns, N. F., P. I. Kerins & Sens, Schr. Wansts, Munsell, Mobile, J. D. Hurbut & Co. Schr. Cara Merrick, Hand, Philabellphia, Overton & Hawkins, Schr. Cara Merrick, Hand, Philabellphia, Overton & Hawkins, Schr. Darthelt, McFadden, Hallowed), H. P. Howen & Co. Schr. Biacks one, Wickson, Borbon, H. W. Jackson & Co. Sloep Scuttport, Erebe, New-Haven.

large steamship to the N., Sound M., Suppose specific New Jork.

Steamship Bremen (N. G.), Ladewige, Bremen July 12, and Southampton 14th, with make, and pass, to Oelriche & Co.

Ship Linns Tennell (of St. John, N. 18.), Maintery, Liverpool Jane 2,
with make, to examed Thompson's Replace & Co.

Had strong westering gales from 16 to W. N. W.

Low N. N.

Bark Protects, Chipman, Bondeaux, Jane 9, with make, it to Daniel 18,

Bark Protects in Janes B. Warni & Co. Had westerly winds, and from

the Barks Helt westerly would and from

Carry and Charles King were committed restrictly for driving ack horises, on complaint of the Society for the Presention of Cincety to Aminate.

Joseph Lewis of No. 130 Wooster-st, and James McIndyre of Philadelphia, for attempting to break into A. R. Peterson's reddence, No. 257 West Thirty-seconded, July 23,...Mrs. Elile V. Foster, also "Miss Frenchy," of No. 150 West Twenty-fill-st, committed to the care of the Commissioners of Charles and Correction for attempting to commissioners of Charles Response of Charles and Correction for attempting to commissioners of Charles Response of Charles Hongan received treatment of Charles Response of Charles Response of Charles Response Response of Charles Response of Charles Response Re

moisses to D. Troworlidge & Co. July 24, on Chincoleague, passed using Florence Peters, from Humacoa for New York. Scir. Kendenskeng (of Banguy), Wyart, Jacksonville 9 days, with hum-ber to M. A. Wilder Fou & Co., vessel to massier. Schr. Mary H. Bankr (of Norfolk), Baner, Runtan 17 days, with codar to C. L. Guillesamus & Co.
Schr. M. D. Craumer, Horner, Virginia, with railroad these to T. M.

to C. I. Guilleanma & Co.
Schr. M. D. Cranner, Horner, Virginia, with railroad the Maybew & Co.
Schr. A. Jonnings, Cavaller, Virginia,
Schr. J. H. Rapp, Cole. Virginia,
Schr. J. H. Rapp, Cole. Virginia,
Schr. R. A. Johnson, Johnson, Virginia,
Schr. H. R. Predmore, Marrin, Virginia,
Schr. H. R. Predmore, Marrin, Virginia,
Schr. J. W. Morris, Geres, Virginia,
Schr. J. W. Morris, Beers, Virginia,
Schr. H. R. Schr. Research, Schr. Schr. Serset Oar, Parker, Alexandria,
Schr. Farst Oar, Parker, Beltimore for New-Haven,
Schr. H. R. Dodge, Kelly, Philadelphia for Boston,
Schr. H. R. Dodge, Kelly, Philadelphia for Boston,
Schr. H. R. Dodge, Kelly, Philadelphia for Boston,
Schr. H. T. Biggs, ——, Philadelphia for Boston,
Schr. H. R. Biggs, ——, Philadelphia for Sakem,
Schr. Henner, Philadelphia for Boston,
Schr. Berton, Harris, Philadelphia for Boston,
Schr. Berton, Philadelphia for Boston,
Schr. Boston, Philadelphia for Foston,
Schr. Boston, Philadelphia for Foston,
Schr. Edwin, Grass, Elizabethport for Norwich,
Schr. Afantic, Cook, Elizabethport for Norwich,
Schr. Afantic, Cook, Elizabethport for Tannton,
Schr. J. H. Younsum, Jee, Elizabethport for Francon,
Schr. Disson, Asabary E. Harbethport for Francon,
Schr. Disson, Asabary E. Harbethport for Francon,
Schr. Disson, Schr. Elizabethport for Norwich,
Schr. Lamaton, Schr. Elizabethport for Norwich,
Schr. Lamaton, Schr. Elizabethport for Norwich,
Schr. Harriet, Daniel, Elizabethport for Norwich,
Schr. Harpiet, Daniel, Elizabethport

Scir. Minquas, Heany, Sitiabethport for New-Haven.

DOMESTIC PORTS.

Beavon, July 27.—Arrived, steamship Giancus, from New York; ship, Argonaut, from Singapore; berks A. L. Taytor, from Algos Hay, Kate Williams, from Fayal; brig Robin, from Ellrabethport; skr. Belle, from Mayagaca.

Lawsi, Bel., July 27.—Arrived, ship Arctures, from Havre; brig Alexander Nicholas, from Parte Rice for orders. The schr. Mauding, reported ashore, was harded of yesterday. Sailed, steamship Havans, for Kew-York. New-York.

FORTRISS MORROR, July 27.—Passed out, barks laventa for Hull;
Templar, for River Platter brig Petanase, for Demerara; selr. Eagle
Wing, for Pernaminos. bailed, tara Northwood, for Estimore; brig
Palmer, for New-York.

Palmer, for New-York.
FOREIGN PORTS.
LONDON. July 27.—The National Line steamship Italy, Capt. Webster, from New-York July 15, touched at Queenstown yesterday, and pro-MEMORANDUM.

K. Jaly 27.—The briz Muscavado, heretofore reperted ashere sland, has gone to pieces. The carge is a total loss.

[For Latest Ship News see Fifth Page.] Nonrolk, July 27.—The u Body Island, has gone to

Drinting.

WM. EVERDELL'S SONS, 164 Fulton-st.—
LITHOGRAPHIC, STEAM JOB PRINTERS and LABRE

Professional Notices. STRICTURE, Fistula, and Piles radically cured

Mithout the Entire causite, or detention from manness; improved the Diseases of the Eye Canab. Diseases and Deformities of the Eye Nose, Face, and Person. HENRY A. DANIELS, M. D., 144 Lexington.

Ocean Steamers.

UNITED STATES, NEW-ZEALAND, and AUSTRALIA MAIL STEAMSHIP LINE—A Steamer of the Eus will be disputched from San Francisco, at Noon, on WEDNESDAY, October 11, WEDNESDAY, October 11, WEDNESDAY, October 11, and every fourth WEDNESDAY therefore, with mails, passespers, and freight, for Henolulu, Aurikand, Wellington, Lyttleion, and Port Chairmers, connecting at Anothend, and at Port Chairmers, with seasoning at Anothend, and a Port Chairmers, with seasoning for Sydney, Melbourne, and the other principal Australian ports.

For freight or passess, apply to 10 Market at, San Fygneisco, Cal. W. H. WEBB.

Or to State Proposed Company of the Webb. State Special Company of the Chairmer of the Webb. State Special Company of the Chairmer of the Webb. State Special Company of the Chairmer of the Webb. State Special Company of the Chairmer of the Webb. State Special Company of the Chairmer of the

V. ALEXANDER & SUNS. S. MAIL. TO HAVANA.

ATLANTIC MAIL STRAMSHIP CO.,
Salling regularly EVERT THURBDAY, at 3 s'clock p. m., precisely,
from Pier No. 4. North River,
BIENVILLE, Capt. R. Adams (via Nassan)... August 3,
MORRO CASTLE, Capt. R. Adams (via Nassan)... August 10,
MISSOURI. Capt. J. R. Edwards... August 17,
Per freight or passage, apply to A. W. DIMOCE, President,
Re. 5 Bowling green.

No. 5 Sewling green.

FOR ST. THOMAS and BRAZIL STEAMSHIP COMPANY.

Begular Mail Steamers sailing on the Tall of Twary month.

MERRIMACE. Capt. Wary. July 22.

SOUTH AMERICA. Capt. Et. T. Traiteraugh, August 22.

RORTH AMERICA. Capt. St. L. Traiteraugh, August 22.

RORTH AMERICA. Capt. St. L. Traiteraugh, August 23.

FORTH AMERICA. Capt. St. L. Traiteraugh, August 23.

Pars. Fornamines. Bahia, and Rife de Janeire. genig and returning. For

nest of length or passage, apply to

Ocean Steamers.

ANCHOR LINE .- STEAM TO GLASGOW,

A NCHOR LIVERPOOL and LONDONDERRY,
from First 29, North River.

EVERY SATURDAY AND ALTERGATE WEONESDAY,
EXPRISES STEAMERS,
INDIA Saturday, July 29 CALPHONIA, Wednesday, Aug. 2
COLLEBIAL Saturday, Aug. 5 DACHAN. Wednesday, Aug. 2
ANGLIA. Saturday, Aug. 12 ASSYRIA. Wednesday, Aug. 16
AUSTPALIAL Saturday, Aug. 12 ASSYRIA. Wednesday, Aug. 16
AUSTPALIAL Saturday Aug. 12 ASSYRIA. Wednesday, Aug. 16
EINT Cahin passage 8-55 and 8-75; Intermediate, 6-30; Sterrage,
6-22. Sterrage tickets from above ports. \$22.

HENDERSON BROTHERS, Agents,
Therefore,

FOR LIVERPOOL,

(VIA QUEENSTOWN),
CARRYING THE U. S. MAILS.
THE LIVESPOOL AND GREAT WESTERN STEAM COMPANY will deratch one of their first-class, full power, Iron screw steamships FROM FIER No. 46, N. R., EVERY WEDNESDAY,

COLORADO, Capt. T. F. PRININAN. . . Aurust 3, at 3:00 p. m.

Cabin passage, \$30, guld.
Steerage passage (Office, No. 26 Broadway), \$30, currency.

For freight or cable passage, apply to WILLIAMS & GUION, No. 63 Well-st. WILLIAMS & GUION, No. 63 Well-sk

INMAN LINE. — For QUEENSTOWN and
LIVERPOOL.—Roral Mail Steamers are appointed to easl as follows:
CITY OF WASHINGTON. — SATURDAY, July 2, 2 p. m.
CITY OF PARIS. — HURSDAY, Aug. 3, 1 p. m.
CITY OF PARIS. — AUTURDAY, Aug. 9, 2 s. m.
CITY OF NEW-YORK. — HURSDAY, Aug. 10, 1 p. m.
Anii sach soccediug SATURDAY and THURSDAY, Aug. 10, 1 p. m.
Roth River. — RATES OF PASSAGE.

And such succeeding SATURDAT and THUREDAY, from Pier No. 45
Forth Mives.

RATES OF PASSAGE.

FIRST CABIA.

TO Lendon.

50
To Lendon.

50
To Paris.

50
To Pa

For faither information of Dales, Agent, No. 15 Brondway, N. T.

NORTH GERMAN LLOYD STEAMSHIP
FOR SOUTHAMPION AND BREMEN.
The eteament Dartheam Prop. 14. 2 p. m., from Breme Pier, foot Thirdest, Hoboken, to be followed by
Steamship BREMEN Capt. W. Ladewicz, on THURSDAY, August 2,
EATES OF PASSAGE TO LONDON, HAVES, AND BERMEN:
Fort saids.

First saids.

120
Second cable.

22
Sicerage.
For freight or passage, apply to OELRICHS & Co., Agents,
63 Brond-st.

Per freight or passage, apply to OELRICHS & Co. Agrata.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATIANTIC COMPANYS MAIL.

STEAMSHIPS BETWEEN NEW-YORK AND HAVRE, CALLING
AT BREST.

The splendid vessels on this fevorite route for the Continent will sail from Pier No. 50. North River, as follows:

ST. LAURENT. Lemanic. SATURDAY, July 29.

VILLE DE PARIS. Surmoni. NATURDAY, July 29.

VILLE DE PARIS. Surmoni. NATURDAY, August 20.

LAFAYETTE Reusan. SATURDAY, August 20.

LAFAYETTE Reusan. SATURDAY, Suppember 0.

PRICE OF PASSAGE IN GOLD (including wine)

TO BREST OR HAVEE:

First Cable. Sidd | Second Cable. \$35

ENCOURSION TICKETS AT REDUCED RATES.

These steamers do not carry steerage passengers.

Medical strendunce free of charge.

American travelers going too or returning from the Continent of Europe, by taking the steamers of this line, avoid both transit by English railways and the disconficial of crossing the Channel, beside maring time, trouble, soid extense. GEO. MACKENZIE, Agent, No. 52 Breadway.

WHITE STAR LINE.

THE STAR LINE.

NEW YORK, CORK AND LIVERPOOL.

NEW YORK, CORK AND LIVERPOOL.

NEW AND FULL-POWERED STEAMSHIPS.

THE SIX LARGEST IN THE WORLD.

OCEANIC.

ARCHIO.

ARCHIO.

APPLIANTIC.

APPLIANTIC.

Falling from New York on SATURDAYS, from Liverpool on THURSDAYS, and Cork Harber the day following.

AT LANTIC. Capt Morray, on SATURDAY, August 5, at 9 s. m.

OURANIC. Capt Thompson, on SATURDAY, August 5, at 9 s. m.

BALTIC. Sept 2, at 4 p. m.

BALTIC. Sept 2, at 4 p. m.

CHRANIC. Capt. Thompson, on SATURDAY, Aug. 19, at 4 p. m. BALTIC. Sept. 2, at 4 p. m. From the While Star Dock. Pavoris Perry, Jerrey City. Passenger accommodations (for all elastes) universited, containing SAPETY, SPRED, AND COMPORT.

Saloons, state-rooms, smeking-room, and bath-rooms in mid-ship receive, where heart motion is fell. Surgeous and stewardesser accompany these steamers.

RATES—Saloon, \$50, gold. Steerage, \$30, currency. Those wishing to send for friends from the Old Country can now obtain steerage, propid certificates, \$33, surrency.

Passengers booked to or from all parts of America. Parts, Hamburg, Sorway, Sweden, Italia, Australia, China, &c. Ercornon tickets granted at lowest railes.

Derfus from £1 upward.

Por inspection of plans and other information, apply at the Company's Norway.

Brafts from E1 upward.
For inspection of plans and other information, apply at the Company's effices, No. 19 Broadway, New-York.

J. H. SPARES, Agent. NATIONAL LINE.

Exentsions.

DELIGHTFUL DAILY EXCURSIONS TO BOOKAWAY BEACH.
Health, comfort and recreation.
SURP AND STILL WATER BATRING.
GOOD FISHING.
EALLING,
AND PELICIOUS CLAM EDASTS.

AND DELICIOUS CLASS AND SELECTION OF THE CONTROL OF

Steamboats and Railroads.

DEOPLE'S LINE FOR ALBANY.

DEOPLE IN LINE FOR ALBANY.

The largest and most magnificent river Bisanners in the world. The BT. JOEN, DREW, and DEAN RICHMOND. One of the above steamers will leave Five No. 41, North Hiver, every afternoot (Sunday excepted) at 6 o'clock, arriving at ALBANY is time to connect with raintond trains West, North and East. Betarning, leave the strambout Isanding at Albany at 7 o'clock p. m., or on the arrival of counceting trains from the West and North and East.
Through thekate can be obtained at the Office on the Wharf; at Dodd's Express, 944 Broadway, and No. 1 Courtest, Brooklyn. Baggage sheeked to its desituation. Preight received until the hour of departures.

Description of the State of the Sta A LBANY AND TROY LINE.—The old, pop-

SHARON SPRINGS DIRECT.—The Day Line, People's Line, or Troy Line steamers ticket and check direct to Sharon Springs by Athany and Susquehanna Railroad. Drawing-room cars from Athany to the Springs. Night-bust passengers reach Sharon Springs by Athany and Susquehanna Railroad. Drawing-room cars from Athany to the Springs. Night-bust passengers reach Sharon 64.5 a. m.; by Day Line at 9 a. m.; or by 10:20 a. n. fundom River R. R. from N. Y. (change at Albany, free transfers at 6:17 p. m. "Qalcker than by any other route."

B. E. MAYO, General Ticket Agent.

DAILY EXCURSIONS to GLEN COVE and ROSLYN, landing at Whitestone, Baylis Duck. Great Neek, Sand's BOSLYN, Innding at Whitestone, Baylis Duck, Great Neek, Sance Point, Motte, Buck, and Glenrowol,—On and after June 18, attenuer ARROWSMITH lower For CA, K, R. (Peck alip), daily at 8 a. m., atopping at Thirty acceptable, sends way, returning to the city about 6 p. m. Spenner, St. W. A.S. HAA. have daily (Soudnys accepted) for the above

A TURD AND TOWEILL, Trom Vestry-st. at 5:30 s.m., Poughteepie 6:30 Mileo 6:45. Newborgh 7:30, cm., Poughteepie 6:30 Mileo 6:45. Newborgh 7:30, Corawall 7:45, West Point 8:05, Cossens's 6:15, arriving in New York at 16:45.

SATURDAY AFTERNOON BOAT for CATS-KILL, HUBSON, and COXSACKIE, bending a New York at 16:45. EURHL, RUDSON, and COXSACKIE, landing at NEW-SAM-BURGH, MARLBORO, TIVOLI, and MALDEN, On and after SATURDAY, July 1. Stremboat SUNYSIDE leaves Pier 45, N. R., foot Spring et, at 2 welcak p. m.

NORTH RIVER AND NEW-YORK STEAM-BOAT CO, successors to B. D. & T. Smith's Line.

For Peckskill, Nyack, Yonkers, Englewood, Sing-Sing, Haveretraw, and intermediate landings, every afternoon, except Sundays, at 3:43, 3:55, and 4:30 p.m. returning in the moraling from above landings, arriving at New-York at 5:45, 9:20 and 10 s. m. R. LANE, Agent.

MORNING LINE TO PEEKSKILL.

The steamboat ANTELOPE leaves EVERY MORNING (without exception), Hartzon-st. 8 o'clock, landing at 3 thest. 48 ft, Youkers, Bobb's Ferry (Tarrytown and Nrack by herry), Sing Sing, Haverstraw, Grassy Point, and Verplanck's N. B.—Tarrytown omitted baudars.

FOR RONDOUT, landing at COZZENS, NEWBURGH, MILTON, POYKERSHE, and RSOPUS. The steamboats THOMAS COUNELL and JAMES W. BALDWIN leave BALLY at 4 p. m. Fier 38 N. R., foot Harrison st.

TOR CATSKILL, DAILY.—The Steamers THOMAS POWELL and SUNNYSIDE leave Piar 45, N. R., foot of Springest, at 5 p. m. Saturdays at 2 and 2:30 p. ms.

NEPTUNE LINE STEAMERS Daily for VEPTUNE LINE STEAMERS Daily for

PROVIDENCE, BOSTON, WORCESTER,
cabin fare to BUSTON, \$4.

Cabin fare to BUSTON, \$4.

Deck fare to BUSTON, \$4.

Freight at lowers raise.

Consect at Providence with Boston and From and From Res. SAFETY, SPEED, AND COMFORT.

SAFETY, SPEED, AND COMFORT.

Norwick Line.

For Besten, Worester, Pitchburg, Greien Junction, Lowell, Law ynce, Nashua, Maschester, Concord, Palmer, Brattleboro, and intermediate points. The sew and vianch stemans CITY OF BOSTON.

CITY OF NEW-YORK.

CITY OF NEW-YORK.

CITY OF NEW-LONDON,

will leave New-Terk daily (Sanday excepted), at 3 o'clock p. m., from Pier 40, North Kiver, foot of Canal and Wathers.

For New-London and Norwich, there connecting with Express trains for the above points, via New-Leaden, Northern, NewWich and Worenster, and Beston, Hartferd, and Brie Railroads.

For through bissets and rates of freight, apply at the Office, Pier 40, North River.

New-York, Oct. 18, 1869.

FOR NEW-HAVEN, HARTFORD, SPRING-Herea at 30th and tip, m., connecting with the Railroads.

FOR BRIDGEPORT, and all points on Housatoule and Nasgateck Railroads.

FOR STAMFORD and GREENWICH—The FOR STAMFORD and GREENWICH—The new and beautiful steamhost AMERICUS leaves the foot of Morket-st. EVERY AFTERNOON at 2:30 and Thirty-seventh-st. at 2:45 volock. Returning, leaves Samford at 7 octock and Greenwich at 2:35 hm.

NAVEGATION RESUMED for HARTFORD DIRECT. The Steemes GRAMITE STATE will here Fost-slip to day, THURSDAT, March 9, for Hartford and Sizer Landings. The old and popular stewards are retained, paying all hills in their departments. The Company not respectable for any.

WM. H. GOODINFEED, V. P., S. & M. S. Steambeat Co. New-York, March 6, 1991.

Steamboats and Railroads.

DAILY EXCURSIONS to LEWES and the I DULAWARE BERKEWA IN.—The sphenide see going steamers that the sphenide see going steamers and EAVADA will hear of the above places of the special see going a short see trip, with fine calcyling a short see trip.

LOR NORWALK and DANBURY—Railroad lime, no dust half railroad fare.—The heartiful steambout NELLIM will be server rise of h. R., footfold Marketon, BYERY AFTERSOON at 2.55 and Thirt; see orthes, at 2.65 and Thirt; see orthes, at 2

Donia Erminon lickets 51 25.

ALTIMORE AND OHIO RAILROAD CO. **

INDEPENDENT LINE for the WEST, SOUTH-WEST, and
NORTH-WEST, FREIGHT recurses and formation by CAMPEN and
MIGHT RAILROAD, Pier I, North Eiver, and IMLAND PROPEL.
LIEB LINE, Pier 6, North Eiver, delly, RAIZE LOW, with agrick
dispatch. Passengers take the New Jersey and C. and A route from
freet of Cortinedtat, privileges on route WEST of a top to Washingtion D. C., and return without extra cent. The ONLY LINE affording
this opportunity. TICKET'S GOOD UNTIL EXEMP.

this opportunity. TICKETS GOOD UNTIL CARD.

C. W. PERVEIL General Agent.

CENTRAL RAILROAD of NEW-JERSEY.

Passenger and Freight Depot in New-York, foot of Liberty st., converting the Delaware, Lackawam, and Western Endired; at Hampton Junction, with the Lebight and Savapedama Invision; and at Reaco, with the Lebight and Savapedama Invision; and at Reaco, with the Lebight and Savapedama Invision; and at Reaco, with the Lebight and Savapedama Invision; and at Reaco, with the Lebight and Savapedama Invision; and at Reaco, with the Lebight and Savapedama Invision; and at Reaco, with the Lebight and Savapedama Invision; and at Reaco, with the Lebight and New-York State.

Savapedam Savapedama Control of Cara; also to Control Panasrirains and New-York State.

Savapedama Sava

Princes. Foresting, Harmony, &c. Connects at Pullipsburg for Beirwicke.

2 p.m.—For Plainfield.

2 p.m.—For Buston. Connects at Philipsburg with Lehigh and Seen, Division for Allestown, Wilkeelbarrs and Scenatous; and at Raston with Lehigh Yalley R. R. for Allestown and Catasanqua. Connects at Function with D. L. and W. R. R.

4 p.m.—For Eston, Allentown and Manch Chenk.

5 p.m.—For Somerville and Flemington.

5 p.m.—Christmart Express, side, for Baston, Bethlehem Allentown, Resoling, Harristong, Plitchurgh, Chicago, and Chaclanata. Sicepting and Flase Casts to Pitchurgh and Chicago.

5 p.m.—For Somerville.

7 p.m.—For Somerville.

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10 p.m.

H. P. BALDWIN, General Passenger Agent.

DELAWARE, LACKAWANNA and WESTERN RAILROAD.

MORRIS AND ESSEX DIVISION.

NEW BROAD GAUGE LINE to Water Gap, Strondshorg, Beranda,
Bitchamban, Syraeue, and Gavego, WITHOUT CHANGE OF CARS,
Lupete in New York, foot of Barclayes, and foot of Caristonberest,
SIAMER ARRANGEMENTS, commencing MONDAY, July 17,
1871.

E-10 s. m. BROAD GAUGE EXPRESS TRAIN, via Boonton Branch,
runs directly through from New-Lork to Oswego, without change of cars,
connecting at Dower with Chester R. R., at Waterloo with Susser R. R.,
and at Scantoo with L. and B. R. R. for Kingdon, Willicaburre, Pittler, &c.

7:15 s. m. EXPRESS MAIL TRAIN, connecting to December 11.

ton Sc.

7:15 a.m. EXPRESS MAIL TRAIN, connecting at Denrille with Bosaton Branch, at Bover with Cossier Branch, at Waterloo with Susser R. R.
for Andover and Newton, at Washington with the D., L. and W. R. R.
for Water Gap, Stroubledurg, Scranton, Great Bend, Einglasmton, Syracuse, and Oswego, and at Easton with Lehigh Valley R. R. for all points
on that road. on that road.

12:00 m., LEHIGH VALLEY EXPRESS stors at Newark, Morristown, Dorer, Waterloo, Hackettstown, Washington, Phillipsburg, and Easton; connects at Waterloo, this Sousse Railroad; at Phillipsburg with Bel, Del, R. E. for Belvidere, &c., and at Kaston with L. V. R. R. for Belvidere, &c., and at Kaston with L. V. R. R. Harrisburg, 4:00 p. m. BROAD GAUGE EXPRESS TRAIN, ris Paterson and Boonton, runs directly through to Binghamton, without change of cars, storphic at indepined at indepined.

4:00 p. m. BEOAD GAUGE EXPERSS TRAIN, ra Pacerson and Boenten, rus directly though to Binghamton without change of care, stopping at principal stations. Connecting at Dover with Chester R. R., 4:10 p. m. EASTON EXPERSS connects at Dover with Chester R. R., at Waterlow with Sussex R. R., and at Evation 20th L. V. R. R. for Bethichen, Allenbown, Reading Harrisburg, and the West. 3:20 p. m. HACKETTSTOWN MAIL, connects with Bounton, Chester, and Shasex Raylroads. 5:20 p. m. HACKETTSTOWN EXPERSS.
Par MORRISTOWN, at 7:15, 9:10, 11:20, 12:00 m., 2:30, 3:20, 4:18, 5:20 p. m. 6:40 p. m. and 6:40 P. m. ** SUMMIT and intermediate stations at 6:39, 7:15,7:45, 9:19, 10:10, 1:50 a. m. 2:39, 3:09 4:20, 6:09 and 6:09 p. m. ** CHANGE and SOUTH ORANGE 6:30, 7:15, 9:10, 9:40, 10:10, 1:20 a. m., 1:10, 2:30, 3:40, 4:20, 4:30, 5:30, 6:20, 6:40, 8:30, 9:15,

end 11:20 a. m., 1:10, 2:30, 3:40, 4:20, 4:30, 5:20, 6:00, 6:40, 3:30, 5:15, and 41:45 p. m.

For NEWARK, at 6:30, 7:15, 7:45, 2:40, 9:10, 9:40, *10:10, 10:30, 11:00, 11:20, and 11:10 m., *1:10, 2:00, *2:30, 3:20, 3:40, 3:50, 4:10, 4:20, 4:50, 5:10, 5:30, 5:10, 6:30, 6:30, 6:10, 4:20, 4:50, 5:10, 5:30, 5:10, 6:30, 6:30, 6:30, 5:13, and 11:30 p. m. Trains marked *stop at East Newark.

Leave New-York for BLOOMFIELD and MONTCLAIR, at 6:30, 6:40 and 11:00 a. m. and 2:00, 3:50, 5:10, 6:20, and 0 b. m.

Fusengers for LAKE HOPATCONG leave New-York at 7:15 a. m., 12:00 m. (Express), 3:20 and 4:10 p. m., leaving the Bullond at Homicong Station and connecting with Steather Stellar. For RUDD's LaKE at 7:15 a. m., 12:00 m., 3:20 and 4:30 p. m., leaving the Rullond at Hawled at Stathope, thence by Stage 22 mide. For SCHOLLEY'S MOUNTAIN at 7:15 and 3:100 a. m., 12:10 m., 3:20, 4:10, 4:10 and 5:20 p. m., leaving the Rullond at Hawlestistom. thence by Stage 3 mides. For DELAM WARE WATER GAP at 8:00 a. m. and 4:00 p. m. For RICHFIELD SPRINGS at 8 a. m.

Explice PALLWAY CERAINS

ERIE RAILWAY .- TRAINS Leave Depota

RIE RAILWAY.—TRAINS Leave Depots
foot of Chambers-st, and foot of Eddett, as follows:
Through Express Trains leave Chambers-st, at 9 s. m., 11 a. m. 5:30
p. m., and 7 p. m., do not have been chambers-st, at 9 s. m., 11 a. m. 5:30
p. m., and 7 p. m., do not have been compared to the standard Room Consecue
secondary the contraint through to Buffalo and Suspension Bridge, as
company the description of Cereband and Chechmatt. Sleeping Coaches arounding
the standard of Chechmatt. Sleeping Coaches running
the standard of Chechmatt. Sleeping Coaches running
the standard of Chechmatt. Sleeping Coaches running
the standard of Chechmatter of Chechmat (4:10.) 5:10. 5:10. and 10:10 is to see and Way, at 9:30 s. m.; 1:30, 13:30 s. m.; 1:50, 13:30 s. m.; 1:5

112 midnight.

N. B.— Frains leaving Chambers at on even bours or half-bours, leaven 23d-st. depos 15 minutes earlier than above time. Last beat from 23d-st. 22d-ct. depos 15 minutes earlier than above time.

21d p. m.
Tickets for Passage and for Apartments in Drawing-Room and Sleeping
Coaches can be obtained, and orders for the checking and transfer of Baygage may be left, at the Company's offices, 241, 223, and 937 Broadway; 265
Chamberts, 1, 38 Greenwich-at, cort. 1250-at, and 34 Avenue, Marian;
4 Court-st., Broadyn; 194 Broadway, Williamsburgh: Depots fool of
Chamberts and foot of 23d-st. New-York; and Long Dook Depot.
Jurey City, and of the Agents at the principal batels.

Bully. FFor Personnt and Nyac. 1 For Backensack.

Bully. FFor Personnt and Nyac. 1 For Backensack.

L. D. RUCKER,

Bully. Gen'l Sun't.

MUNITALY TANK. A My Tank.

*A Mary Co.

Bully. The Passage Adv.

*A Mary Co.

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NEW-YORK AND NEW-HAVEN RAYL-

SUMMER ARRANGEMENT. COMMENCING MAY 22, 18715

Passenger Station in New-Tork, corner of Twenty seventh-st. and Fourth-ave. Entrance on Twenty-seventh-st.

TRAINS LEAVE NEW-YORK

For New-Haven and Bidzeport, 7, 8 (E.L.), 11:20 a. m., 12:15 (EL.), 3 (E.L.), 3:45, 4:39, 5:39, 30:30, 30 (St.), p. Sumport, and Westport, 7, 11:30 a. m. 2:45, 4:30, and 5:30, p. m.

For Millord, Stranford, Fairfield, Southport, and Westport, 7, 11:30 a. m. 2:45, 4:30, and 5:30, p. m.

For South Norwalk, 7, 8 (E.L.), 9, 11:20 a. m.; 12:15 (EL.), 3 (EL.), 3:45, 4:20 (EL.), 5:20, 6:30, 6:30, 7:15, p. m.

For Demonder, 7, 8 (E.L.), 9, 11:30 a. m.; 12:15 (EL.), 2:15, 3 (EL.), 3:45, 4:30 (EL.), 4:45, 6:30, 6:30, 7:15, 8 (EL.), 9:15, 8 (EL.), 2:15, 2 (EL.), 2:15, 3:45, 4:45, 6:30, 6:30, 7:15, p. m.

For Greenwich and intermediate Stations, 7, 9, 11:20 a. m.; 2:15, 3:45, 4:45, 5:30, 6:30, 7:15, p. m.

Sunday Mail Train leaves Twenty-strenth-t., New-York, at 7 p. m. for Boston via Springfield, 8 a. m., 12:15, 3. and 8 p. m.

For Boston via Springfield, 8 a. m., 12:15, p. m. (EL.) connecting with greaner across Narraganest Bay at Wickford, arriving in less than eighthours.

For Connecticut River Railroad, 8 a. m., 12:15 p. m. to Montreal, 3 TRAINS LEAVE NEW-YORK and Bridgeport, 7, 8 (Ex.), 11:30 a, m.; 12:15 (Ex.), 3

Por Newport, R. I., 8 a. m. (R.) and 12:15 p. m. (c.) connections treamer across Narraganest Bay at Wickford, arriving in less than eight hours.

For Connecticut River Railroad, 8 a. m., 12:15 p. m. to Montreal, 3 p. m. to Northampton.

For Martford, Providence and Pishkill Bailroad, 8 a. m., 12:15 p. m.

For Shore Line Railway at 8 a. m., to Nowich and Providence, 12:15, 5, to New-Laven and Norwich, 3 p. m.

For New-Laven and Northampton Railroad, 2 a. m., 3 p. m. to Northampton Williamshurgh.

Por New-Laven, Middletown and Williamshur Railroad (Air Line), 8 a. m. and 3 p. m.

For Mousttock Railroad, 8 a. m. and 3 p. m.

For Mousttock Railroad, 8 a. m., 3 p. m., 2 and 4:30 p. m. to Waterbury.

For Navigatuck Railroad, 8 a. m., 2 p. m., 2 and 4:30 p. m.

For Mousttock Railroad, 8 a. m., 12:15, 4:30 d. 6:30 p. m.

Commolious Niceping Cara attached to 9 p. m. Tonic, and also to Sudday Mail Train on citize Line. Pranting common Car attached to the 8 m. and 3 p. m. Traise.

For succept the New York and Kew Haven R. R., cor. Peerity-seventh at and Foorth-ave, also at the Offices of the New York Transfer Co., Hoddle Kapprass) For Set Bronders and No. of Court et. Broadly serving suitable notice, can have their begging called for and checked from residence to destination.

The planting autitable motice, can have their baggings called for and checked from residence to destination.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD.—Trains leave Thirtieth-at as follows:

8 a. m., Chicago and Montreal Express.
9 a. m., Saratoga Special Express.
10:30 a. m., Special Chicago Express, fast train, with Drawing room cars to Buffol and Mingare Pails.
11 a. m., Northern and Wengers, fast train, with Drawing room cars to Buffol and Mingare Pails.
12 m., Saratoga Special Express.
13:40 p. m., Saratoga Special Express.
14 p. m., Mintered and Wenger, Sheeping-cars from New-York to St. Albana.
15:10 m., Saratoga Pails. Sheeping-cars from New-York to St. Albana.
16 m., Second Pacific Express, with Sheeping-cars for Welestown, Structure, Chwarge, and Commissions.
18 m., Second Pacific Express, with Sheeping-cars for Rochester, Buffol N. Magara Falls; also for Chicago, via both L. S. and M. C. Stallmander, for St. Louis, via Tolede; and Louisville, via Indianapolis. This train will heave on Sundays at 6 p. m.
11 p. m., Utica and Troy Express, with through Sheeping-cars.
2 p. m., Hudson Special train.
2 p. m., Hudson Special train.
3:45 a. m., 12:10, 4:15, and 6:16 p. m., Peckatifi trains.
5:45 a. m., 12:10, 4:15, and 6:16 p. m., Peckatifi trains.
5:50 a. m., 12:10, 6:15, and 6:16 p. m., Peckatifi trains.
5:50 a. m., 12:10, 6:15, and 6:16 p. m., Peckatifi trains.
8:10 a. 7:10 8:05, and 10 a. m., 1:30, 3, 4:25, 5:10, 8:10, and 11:30 p. m.,
7 a. M. and 7 p. m., Sing Sing trains.
8:10 a. 7:10 8:05, and 10 a. m., 1:30, 3, 4:25, 5:10, 8:10, and 11:30 p. m.,
8:motar Way Trains—8:30 a. m. and 4 p. m., Yenkers Special.—9 a. m.,
8:motar Way Trains—8:30 a. m. and 4 p. m., Yenkers Special.—9 a. m.,
8:motar Way Trains—8:30 a. m. and 4 p. m., Yenkers Special.—9 a. m.,
8:motar Way Trains—8:30 a. m. and 4 p. m., Yenkers Special.—9 a. m.,

Youkers Italia.

Sandar Way Trains—8:30 a. m. and 4 p. m., Youkers Special.—9 a. m.,
Poughteepale Special, makes no stops south of Youkers.

Poughteepale Special, makes no stops south of Youkers.

New-Tork, June 26, 1871.

New-Tork, June 26, 1871.

New York, June 26, 1811.

NEW-JERSEY RAILROAD—FROM FOOT of DESERORSES-ST, and from foot of CORTLANDT-ST—CHARGE OF HOUR, communing May 29, 1911.—For WEST PHILAS ELPHIA, at 8:30 and 8:30 a.m., 12:30, 4:40, 5', 8:30, 7', 9:30, 3', 12:40, at 8:30 and 8:30 a.m., 12:30, 4:40, 5', 8:30, 7', 9:30 a.m., 12:40 and WASHINGTON and THE WHAT, via Ballomeri, Total Deseror Latinopella and WASHINGTON and THE WHAT, via Ballomeri, WEST, 6:30 a.m., 9:20° p.m. For THE SOUTH AND Sec the 9:20° p.m. signal and ran through to Lyachburg with a property of the WEST, via and ran through to Lyachburg with a property of the WEST, via and ran through to Lyachburg with a property of the WEST, via and ran through to Lyachburg with a property of the Prince Care are remarked to the 5'20° a.m., and six property of the Prince Care are and Chicago without change. a property of the Prince Care are and Chicago without change. There is no are at the state of the remarked to the state of the property of the property of the Prince Care are as and Chicago, without the property of the prince of the property of the property of the property of the property of the Prince Care are and Chicago without change. There is not a feet of the property of the property

SOUTH SIDE RAILROAD of LONG ISLAND. The only double track Entirend on Long Island.
SUMMER ARKANGEMENT.
Commenting MONDAY, May 15, 1871, from Reconveit and Grand-sk.

Commercing MONDAT, May 15, 1971, from Recovers and Grand-Recovers are certain for Patchogue, connecting at Bahylon for Price Island, and at Patchogue by stage for Belleport and Fire Place.

200 p. Recharge Recertion.

10:00 a. m., Accommodation for Bahylon.

10:00 a. m., Accommodation for Bahylon.

10:00 p. M., Rapress for Patchogue, connection at Bahylon for Piro Placed, and from Patchogue by stage for Belleport and Piro Placed, and from Patchogue by stage for Belleport and Piro Placed, p. m., Barrick Accommodation.

5:30 p. m., Patchogue Accommodation.

5:30 p. m., Marrick Accommodation.

7:30 p. m., Marrick Accommodation.

8:30 p. m., Marrick Accommodation.

9:30 p.